



The Fly-By

A Quarterly Newsletter of the Southwest Region

April, 2010



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The Fly-By is published quarterly on the first month of each quarter. Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

Text may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a text file or, if generated in a word processor, saved in .RTF format).

Images must be in JPG format, un-retouched, un-cropped, and at least 1200 by 900 pixels.

Credits: In all cases, please give full grade, name and unit of assignment of

1. The article's author,
2. Photographer, and
3. Any person mentioned in the article.

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Send submissions to the Editor at:

awoodgate@austin.rr.com

Message size limit: 20 MB

News Highlights From Around the Region

The first quarter of 2010 at Southwest Region was a time of renewal and winter weather woes. Much senior member training took place, and cadets were very active.

To avoid errors or omissions, I've asked each wing PAO to send in a summary of notable events, which are posted below, in the order in which they were received. My thanks to all.

New Mexico Wing – Current and potential unit commanders shared in the experience and expertise of seasoned officers at a Unit Commanders Course given at Wing Headquarters. Participants raved about the instruction, directed by Lt. Col. Mark Smith. Maj. Ted Spitzmiller and Capt. Gwen Sawyer wrote a fascinating account of the New Mexico Wing's history from 1941-2010, entitled "Enchanted Wings," now available. The book, covering the Wing's history as a whole as well as that of individual NM squadrons, is well-illustrated with photos from World War II to the present.

Louisiana Wing completed a compliance inspection in March, receiving a "Successful" rating. Wing Commander Col. Art Scarbrough, CAP attended the "New Wing Commanders" course at National Headquarters during Feb. 13-19. The Wing hosted a Color Guard Competition at Barksdale AFB on Feb. 13. The 11th annual Training Academy was held in Lafayette Feb. 27-28, and a wing flight clinic was held on Feb. 6 at the Louisiana Regional Airport near Gonzales. A Barksdale Composite Squadron cadet attended the Civic Leadership Academy in Washington, D.C. during Feb. 20-27. The General Claire L. Chennault Senior Squadron held a scanner training course in Monroe on Mar. 27.

Texas Wing did much training, including an Inland Search and Rescue school held at Ft. Sam Houston, a DSAREX directed from Kerrville, and an AFRCC SAR management course in the Dallas-Ft. Worth area. The wing ran a Fly-A-Teacher event at Ellington Field, and a National Check Pilot Standardization Course in Ft. Worth. The Pegasus Composite Squadron won the Cadet Competition, and the Brownsville Composite Squadron won the Ground Team Competition. Grand Prairie hosted a combined UCC/SLS/CLC school, and an Airman Leadership School was held in Mineral Wells. Notable was an Emergency Services School at Ellington Field. A Pilot Currency Training in Dallas and an Area Command Exercise capped the quarter. This quarter, Texas Wing started its News Online section.

Oklahoma Wing was busy with severe weather, searching for a missing student in freezing temperature in cooperation with law enforcement officials. CAP liaised with the AFRCC, who tracked the student's cell phone helping pinpoint her location. Within hours of receiving the request for help, the wing was ready to launch aircraft and ground teams. Members helped set up regional shelters in the state's southwest region for those stranded in below-freezing weather after a second winter storm left many parts of Oklahoma without electrical power for more than a week. The wing commander, Col. Castle, said, "Without CAP help, the shelters would not have been available."

Arkansas Wing got an overall "Successful" rating with two "Highly Successful" areas in its Compliance Inspection. Two DSAREXs involved much of the wing. The 115th Composite Squadron won the Color Guard competition. Several squadrons participated in a DDR presentation in Hot Springs and a color guard presentation at the West Memphis Chamber of Commerce. The 120th Composite Squadron succeeded in an ELT search in northeastern Arkansas and flew 5 observation sorties for Craighead county. Several squadrons conducted low level training route surveys for the 188th Fighter Wing across much of the state.

Arizona Wing participated in the Teacher Orientation Program (the old Fly-a-Teacher), the NSTA conference, mountain climbing, high-power rocket orientation, color guard competition, Aviation Day celebration, AE outreach, ground team training, and many cadet activities. (*Editor's summary*)

To everyone, our congratulations. 🇺🇸

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Safety is Priority One

Please check the revised **CAPR 62-1** and **CAPP 217** that are now posted at http://members.gocivilairpatrol.com/forms_publications_regulations/

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: <http://www.capmembers.com/safety/orm.cfm>

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Monthly, members must read The Sentinel and follow its timely advice.
<http://members.gocivilairpatrol.com/safety/>
- **Safety is our Number One Priority.**

How to Submit News Items for this Newsletter

Which Articles Are Best?

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

Do I Submit Photos?

Whenever possible, include images with your article. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments.

If You Have Article Ideas or Suggestions

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to make a comment about the material published here, please feel free to contact the editor: awoodgate@austin.rr.com 🇺🇸

Meditations on Gen. George Washington

by Maj. Arthur E. Woodgate, CAP, SWR DPA

DRIPPING SPRINGS, Texas – A Virginian, born on Feb. 22 1732 near Colonial Beach, he was the son of a wealthy family that farmed tobacco and, for that purpose, owned slaves. At the age of six, he was taken to the family's Ferry Farm in Stafford County, where he was home schooled and learned the fundamentals of science, music and the classics, as any young gentleman of the day was supposed to do. In his youth, he worked as a surveyor. He became related to the powerful Fairfax family when his elder brother married into it. As a result, George Washington gained the patronage of Thomas, 6th Lord Fairfax of Cameron, a man backed by considerable wealth thanks to his five-million-acre Northern Neck property. Thus, at the age of 17, George became the Surveyor of Culpeper County, Virginia, a newly-created position.

He soon turned into a planter, a title applied to those who owned at least 20 slaves. In 1752, using his family connections, personal enthusiasm, and slight acquaintance with military organization, he applied for command of one of four regions of the Virginia Militia, but was appointed a Major and district adjutant general instead. His involvement



in the French and Indian War soon made him realize that membership in the militia, at any rank, made him subordinate to any regular officer commissioned in the service of the Crown. However, in 1755, as an aide to General Braddock, he was granted command over regulars. By 1758, George Washington served as a Brigadier General in the successful Forbes expedition. In those days, when family or political connections – and purchased commissions – led to almost assured success, it was not uncommon to find 23-year-old generals. However, there was a catch. Once the opportunity presented itself, it was up to the individual to make the right decisions, and George beat the odds by taking the right path. After the campaign, he resigned his commission and went back to managing his land and fortune. (*The portrait of George Washington resigning his commission as Commander in Chief [John Trumbull, 1756-1833] above, hangs at the Capitol's Rotunda in Washington, D.C. – Detail, overleaf.*)

Wealthy and influential, George Washington lived an aristocrat's life. Smart in business, he increased his fortune by diversifying into more profitable lines of business, all related to the land. As a religious and moral man, he delved into philosophy, morals and theology. This was the man who, 20 years later, when Congress created the Continental Army, received command of the fledgling American Army and was soon promoted to Major General. This was the man who, with

no lengthy formal military training, was entrusted with the defense and survival of the new nation in its fight against the British Empire's overwhelming and feared might.

The country aristocrat, accustomed to comfort and leisure, made the switch to leadership in



the field with successful determination, sustaining the hardships of military campaigns, adverse weather, short supplies, lack of troop strength, constant training of new personnel, mentoring of his officers, and creating a functioning and effective force with which to face a powerful and committed enemy. In this he triumphed, though not alone. Others helped in the fray, notably the German Baron Friedrich Wilhelm Augustus von Steuben with his highly effective troop training program, and French naval forces. These were tests of leadership and vision that the former country gentleman passed with flying colors.

Winning the revolutionary battles had been easy compared to winning the peace as the First President of the United States of America. The Electoral College gave him 100% of the vote twice, in 1789 and 1792, a record never again achieved by any other presidential candidate. Although Congress had voted him an annual salary of \$25,000 (extremely generous for the day), George Washington made valuable political coin by declining it, relying on his considerable private fortune instead. His is a shining example of "Integrity," "Volunteer service" and "Excellence." Moreover, his unbounded respect for the rule of law and human dignity is legendary.

Washington's two presidencies are marked by successes both domestic and foreign, yet his most lasting contribution to the nation was his Farewell Address. Issued in 1796 as a public letter, it outlined American political values, deeply influencing his generation and those to come. It was a political and ethical testament that summarized the new nation's rules of survival and decency. The new country's form of government had to be re-invented, since until the United States of America came into being, no previous republic had been a lasting success. His advice to the nation, breaking away from monarchist doctrine, created the foundations of the new republic, taking the basic principles of the ancient Greek republic and updating it to the climate and needs of a contemporary, enlightened society. He radically changed the focus from acting for the good of the Crown to acting equitably, calling morality "a necessary spring of popular government,"

George Washington was also a religious man. In his Farewell Address, he said, "Whatever may be conceded to the influence of refined education on minds of peculiar structure, reason and experience both forbid us to expect that national morality can prevail in exclusion of religious principle."

I cannot say it any better. 🇺🇸



The Veterans Memorial, located at the Tyler Memorial Cemetery, beautifully guards the ceremonials wreaths laid last Dec. 12 2009.

Finishing the Job – Texas

by Cadet 2nd Lt. Jesse Carr, CAP, Tyler Composite Squadron, Texas Wing

TYLER, Texas – On that cold morning of Jan. 9, 2010, I had mixed emotions as I gazed upon the hallowed graves, the tombstones of service members – some forgotten –, emotions building up inside of me as I recalled the ceremony from the previous month. I could still hear the speeches; I could still see the tear-filled eyes as citizens, family members, and veterans had gathered to honor those who had made the ultimate sacrifice. I had watched as people from different places and backgrounds had knelt side by side, as they reverently placed the small, green, perishable monuments on the graves of heroes.

People were there for different reasons, but we all shared the common goal of wanting to honor those who had willingly given their all. Those who, with their lives, had paid for us to keep the right to enjoy our life, liberty, and pursuit of happiness.

My mind slowly shed these memories as we gathered once again, this time to dispose of the withered and dying wreaths. One last caring chore to do. One last moment of communion with those who rested there. Another memory for me to treasure.

Gone were the inspiring speeches, silenced were the motivational songs. All that remained were the withered wreaths and many humbling memories. On Saturday, Jan. 9 2010, Civil Air

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Patrol members from Tyler Composite Squadron gathered at Tyler Memorial Cemetery to remove two hundred wreaths that had been laid nearly a month earlier.

Solemnly, they carefully removed the small green tokens from their resting place of honor and glory. For 29 days, they had rested atop the graves of two hundred heroes, their bodies lost to Death's grip, but their memories, their souls, their legacy still kept alive by those who honored them.

As Tyler Composite Squadron completed their first year of participation in Wreaths Across America, many squadron members expressed their excitement as they looked forward to next year's ceremony. "Wreaths Across America was very humbling for me" said Cadet 1st Lt. Isaac Niedrauer. "We realize that we are honoring our veterans and benefiting CAP by selling wreaths, and we can't wait for next year's ceremony," announced Cadet 1st Lt. John Shanahan.

As the season for wreaths passes, we look towards the future, and remember that there are several thousand veterans whose graves lay untouched, unacknowledged, solitary. It is our responsibility, our duty to pay them the respect and tribute they deserve.

America's heroes have earned our time, energy, and resources; we must show them that we are truly thankful for their sacrifices. 🇺🇸

Below: Cadets Peter Goodwin and Sarah Fitzgerald prepare to take a stack of wreaths to a waiting vehicle.
(Photos: Capt. Dick Gilmore, CAP)





A Lesson on ICS – Texas

by 2nd Lt. Vincent Herrera, CAP, Apollo Composite Squadron, Texas Wing

GEORGETOWN, Texas – On the cold evening of Feb. 9, 2010, members of the Apollo Composite Squadron huddled in the back of their hangar, not for warmth but to get a clearer view of an 8 ft by 4 ft Lego-Robotics Competition City map. Group AEO 1st Lt. Sue Kristoffersen, CAP was using it as a visual aid to demonstrate major points of FEMA's Incident Command System (ICS), a required component of CAP Emergency Services training. Since squadron members already have standing orders to take the online ICS course, the lecture was a review for some and a practice primer for others.

Implemented by FEMA, ICS is a standardized yet flexible management structure that must be followed by the entire spectrum of federal, state, county and municipal agencies of first responders when they're working together. Knowing and using the same organizational system, diverse agencies can mesh effectively when it matters the most.

ICS is used for multiagency coordination in responding to anything, from major emergencies to planning a downtown parade. Apollo Commander 1st Lt. John Welsh put it this way, "An incident can be a hurricane making landfall, or the Super Bowl. In either case, response and planning go the smoothest when departments and agencies from different cities, or even states, with their individual skills and resources, know and use the same system." As an analogy, it helps to think of a dozen individuals – each with a short steel pipe – trying to pry a boulder blocking the road.



Each knows he or she can't roll it alone. All may want to work together, but unless the pipes are threaded the right way, they won't interconnect and the people on the road won't be able to assemble them into a lever good enough to move that rock. ICS is the common thread.

The instructor, 1st Lt. Kristoffersen, covered some basic ICS rules. "Use plain English, not CAP terminology. How are you going to communicate with

firefighters or ambulance drivers if you are not speaking the same language?" she asked. "Police should not use their 10-codes, even on the radio, because they need to be understood by staff from any agency." She followed up with another rule, "The most qualified person will be in charge, regardless of agency, age, or seniority. For example, if Cadet Senior Master Sgt. Elisha Phillips were matched with two armed DPS troopers for a ground search team, ICS would dictate that he should lead it if – thanks to his CAP training and experience – he is the most qualified." Her eyes scanned the attentive faces around the Lego map as she asked, "Are you beginning to see the value of getting your qualifications and tests done?"

When all involved are familiar with ICS methods, the major advantage is that they would know the standardized titles and roles of supervisors, decision-makers, and doers, alleviating confusion and redundancy. For example, ICS always has one person in charge, the Incident Commander. The IC is the at top of the command chain. "The IC can be a person with first-aid training who is the first to stop and help at a car accident," 1st Lt. Welsh said. "Since ICS roles are assigned to the person with

the best qualifications, that person would relinquish the IC role to a medical technician when the ambulance arrives." If the ambulance has rotor blades, then the IC role could fall to the person who knows how to prepare a safe helicopter landing zone. Then he asked, "Have you attended the MSET Heli LZ class?"





For the evening's purposes, 1st Lt. John Welsh was the IC. At the beginning, he literally "wore all the hats" – in Lt. Kristoffersen's demonstration – until he delegated roles and duties to others. He handed off the Safety Officer hat to Lt. Col. Rayford Brown. Despite his colorful cover, Lt. Col. Brown made it quite clear that disaster relief is no party, as he related his first-hand account of supporting Florida communities savaged by Hurricane Andrew. "You may be sent into an area like we saw around Homestead, where there were no street signs or houses left standing, and virtually no landmarks by which to get our bearings – only shapeless, stripped trees. We didn't know what street we were on until we recognized a familiar stone bridge still standing."

Capt. Gladwin donned the Liaison Officer's hat, Cadet 2nd Lt. Christian Nelson, a graduate of the 2008 LESA PAO/MIO course, plus ICS 100, 200 and 700, took on the duties of Public Information Officer. He gave his perspective, "In this system, deployable resources like equipment or supplies are moved to the Staging Area, but there's something you should remember", he said, "**You** are a resource. ICS is designed to complete a clearly stated objective for the incident, and the objective cannot be met without people."

1st Lt. Kristoffersen emphasized the importance of Check-In, "Logistics has to plan for enough food and facilities for the incident, so they need a headcount," she said. "They have to know whether to buy a single loaf of bread for PB&J's or order a buffet chow line." She had the squadron do a practice check-in with Cadet 2nd Lt. Michael Moody and 1st Lt. Monica Corley at the PC keyboards. As in the real thing, they requested members' to show their 101 card, CAPF60, and CAP ID. When they had checked in, they were handed a toy soldier to represent themselves as volunteers in Lego City. Most soldiers were olive green, but several were red. Why

two different colors, and why did green soldiers far outnumber the red? The answer would become clear by lecture's end.

1st Lt. Kristoffersen touched upon another basic but important rule, "If the media is trying to get answers from you, what do you tell them? **Nothing**, except to direct them politely to the IC or Public Information Officer, the central distributor of information in ICS. Where are they? The Incident Command Post, or ICP. How do you know where it is? It will have a white and green flag, as marked on our map." Eyes turned to Lego City. Sure enough, a perimeter in the southwest corner was marked with the ICS-standard white and green symbol. "OK, place your plastic soldier at the ICP," she directed, "Sometimes you will be told to go to the Staging Area, where there will be other resources waiting to be deployed, such as firefighting equipment, land-movers, or – as was the case in the recent DSAREX Staging Area at Georgetown Airport Terminal – aircraft. On that day, the ICP was in Kerrville. So, you see, we use ICS even when it's just CAP working the event." To demonstrate deployment, 1st Lt. Kristoffersen gave the cadets marching orders, "Some of you, move your soldier to the Base, some of you go to Camp," each labeled on the map with standard ICS symbols. Then she quizzed them on the distinct purpose of the respective ICS-designated areas.

In an incident, when do you report? Do you know the difference between "Unity of Command" and "Chain of Command"? How about the rule for "Span of Control"? No? Take the online course. You'll find it at <http://training.fema.gov/IS/NIMS.asp> or Google "FEMA ICS."

1st Lt. Kristoffersen wrapped it up, "If you were given a green soldier, pick it up; if yours is red, leave it in place." As most cadets collected "themselves" from the map, she continued, "A green figure represents someone who would be sent home because he or she came to the event unprepared. That person didn't have a participation letter from the squadron commander stating that the member is current on safety; didn't have the 101 card or CAP ID." The point was clear, as the plastic army of several dozen was severely reduced to only a handful of red workers remaining to serve in Lego City.

"Do you want to help when The Call comes? Take the ICS courses as appropriate, complete ORM Basic and Intermediate, and print and bring your 101 card," said 1st Lt. Welsh, "These are just the basics. You can also take FEMA's advanced ICS courses. In your Cadet oath, you pledge to "advance your education and training rapidly to be of service." In an incident, the CAP Emergency Services training will make you invaluable."

Get Ready. Be Ready. 🇺🇸

(Photos: 2nd Lt. Vincent Herrera, CAP)





region, April 2010

Air Force rates Louisiana Wing “Successful” – Louisiana

by Maj. Michael James, CAP, Louisiana Wing PAO

BATON ROUGE, La. -- A team of U.S. Air Force and Civil Air Patrol inspectors recently conducted a compliance inspection and awarded a “successful” rating to the Louisiana Wing.

The purpose of the inspection, recurring every two to three years, is to determine the wing’s level of compliance with regulations and other directives of Civil Air Patrol.

To achieve the “successful” rating, a wing must meet performance and/or operational requirements. Procedures and activities must be carried out effectively. Resources and programs must be adequately managed. Minor deficiencies may exist, but must not impede or limit mission accomplishment.

The inspectors of the team were truly impressed with the dedication, professionalism, and overall good nature of the wing staff members.

Louisiana Wing Commander, Colonel Art Scarbrough commented to the wing staff, “Thank you for the extraordinary effort that went into the preparation for this important evaluation”. 🇺🇸

Top – Members of LAWG Staff and CI Team (Photo: Maj. Michael James, CAP).

Bottom, The CI Team (Photo: Louisiana State Director John Zaremba)



Flight clinic held at Gonzales – Louisiana

*by Maj. Michael James, CAP,
LAWG PAO*

GONZALES, La. – On Feb. 6, 2010, Ascension Parish Composite Squadron hosted a Louisiana Wing flight clinic. The classroom portion was held at the Gonzales Public Safety Center and the flight portion at the Louisiana Regional Airport. The clinic was designed to hone mission pilots' flying skills.

Other aircrew members were trained to become scanners and observers. Louisiana Wing Director of Emergency Services Lt. Col. Michael "Mickey" Marchand, CAP, said, "Everything went off without a hitch, and all activities were safe. Crew members were motivated and demonstrated that sense of urgency expected in our Louisiana Wing aircrews." In one afternoon, 15 training sorties were flown, in addition to 14 inbound/outbound sorties for a total of 29 sorties.

Cadets trained as flightline marshallers and mission radio operators. Marshallers are responsible for safely directing aircraft on and off the ramp, as well as maintaining a safe area free of foreign object debris that might damage the aircraft.

Radio operators maintain communications with aircrews and relay information from a mission base to the aircrews. Lt. Col. Marchand, CAP, reported that he had received compliments on the professionalism and performance of the Ascension Parish Composite Squadron cadets.

Thanks to the efforts of Ascension Parish Composite Squadron Public Affairs Officer 2nd Lt. Lydia Pike, CAP, the local newspaper – *The Advocate* – published an article describing the event. 🇺🇸

Flight marshallers in training (L-R), Cadet Airmen 1st Class Conner Berry, Codey Pike and Nick Delbasto, CAP
(Photos: Top, State Director John Zaremba; Bottom, Capt. Ken Brummett, CAP)





(Photo: Cadet Lt. Col. Barry James, CAP)

Cadet Color Guard Competition held at Barksdale AFB – Louisiana

by Capt. Vic Santana, CAP, LAWG Director of Cadet Programs

BARKSDALE AFB, La. – On Feb. 13, 2010, after a long absence, the wing hosted a Color Guard Competition at Barksdale AFB. Teams competed in many categories along with a quiz bowl and a written exam. After five hours of competition, Barksdale Composite Squadron won the right to represent the wing at the next level of competition in New Mexico.

Although Barksdale was the winner in the competition, Ascension Parish Composite Squadron was recognized by the Wing Director of Cadet Program for their dedication and competition effort.

Overall, all of the cadets that participated are winners in many ways. They not only supported each other but they gave advice to each other and bonded as one wing. This is truly what is all about.

Barksdale Composite Squadron cadet members who will be competing in New Mexico include:

- Cadet 1st Lt. Dykes, CAP – CG Commander
- Cadet Sr. Airman Perez, CAP – NCOIC US Flag Bearer
- Cadet Staff Sgt. Ramsey, CAP – Guardsman
- Cadet Staff Sgt. Patton, CAP – Wing Flag Bearer
- Cadet Airman 1st Class Dykes, CAP – Guardsman
- Cadet Airman 1st Class Baldwin, CAP – Alternate

Good luck to our Wing Team and great job to all the cadets that participated in the wing competition. 🇺🇸

Jonesboro Cadets Receive Awards - Arkansas

By Maj. John Brandon, CAP

JONESBORO, Ark. – On Jan. 25, in an awards ceremony, two cadets from the Jonesboro Composite Squadron received two of the higher awards cadets can earn. On Monday night, Cadet Capt. Graham A. Bozarth, CAP received the Amelia Earhart award, and Cadet 2nd Lt. Carson A. Benton, CAP received the General Billy Mitchell award. Lt. Col. Bobby Allison, CAP, Arkansas Wing Director of Cadet Programs, presented the award.

Cadet Capt. Bozarth joined Civil Air Patrol in May 2006, and has progressed through the first 11 achievements of the Cadet Program, having served in various cadet command and staff positions. He attended the National Flight Academy in Nebraska in July 2008, and has accumulated several flight hours toward his FAA private pilot license. He has attended, and held leadership positions at, several CAP encampments at Little Rock AFB, Arkansas. He is second in command of cadets in the Jonesboro Composite Squadron, is a senior at Westside High School, and participates in the Air Force JROTC program at his school.

Cadet 2nd Lt. Benton joined Civil Air Patrol in June 2006, is a junior at Valley View High School, and participates in the JROTC program at Valley View. He has also held various squadron cadet staff positions and has attended Arkansas Wing encampments at Little Rock AFB where he served in cadet staff positions. He currently is the 3rd highest-ranking cadet in the Jonesboro Composite Squadron, and is expected to assume cadet command positions in the near future. 🇺🇸





Arizona Cadets Challenge South Mountain – Arizona

by Cadet Airman 1st Class Anthony Costabile, CAP, C/PAO, DVCS 302, Arizona Wing

PHOENIX, Ariz. – On Saturday, Dec. 5, 2009, over 23 cadets and 6 senior members from Squadron 302 completed a day-long hiking challenge to the top of South Mountain Regional Park, located in Southern Phoenix. Organized by Squadron Cadet Staff, the exercise pitted two teams against each other in a 3.8-mile race to the summit. The cadets of Team 1 (call sign *Victor*) and Team 2 (call sign *Sierra*) quickly ascended with only one thought in mind: whichever team reached the top first would get their pick of Meals Ready to Eat (MREs) for lunch.

Both teams encountered steep rocky terrain and arid desert conditions over the challenging two-hour hike to the rendezvous point. For every cadet that tired, two more pushed harder and





helped the weaker one along, and so the cadets motivated and helped each other towards their goal.

At the top of the mountain, cadets met for a well deserved meal and a spectacular view of Phoenix. After finishing their MREs and performing a quick but thorough site cleanup, the cadets re-formed into their teams and descended different trails.

At the end of the day, it didn't matter to the cadets which team had won the race; what they cared about was something else. They were all happy to have persevered as a unit, and this made the event a total success. 🇺🇸

(Photos: Airman 1st Class Anthony Costabile, CAP)





Arizona Legislators Celebrate Aviation Day at the State Capitol - Arizona

by Lt. Col. A. Pete Feltz, CAP, DAE, Arizona Wing

PHOENIX, Ariz. – In spite of all the rain that week, we were blessed with a nice sunny day for Aviation Day at the state Capitol building. The governor, the Honorable Janet Brewer, graciously agreed to have her picture taken with the cadets from Deer Valley Squadron 302.

The cadets helped with setting up, as well as assisting the legislators in finding their own table which they had set up by voting districts. Legislator Jerry Weiers, a member of the CAP legislative squadron, was the MC for the event.

Notably, 45 out of 90 Arizona legislators are members of the CAP Legislative Squadron. I would like to thank 2nd Lt. Lee Fala, the Deputy Commander for Cadets at Squadron 302, and the 10 cadets he brought along, for their invaluable assistance.

Because of the poor weather earlier in the week, the wing was unable to get the 1-26 glider from Turf Soaring. However, aviation was represented by a hot air balloon and a helicopter on the scene.

Participants made a lot of good



contacts that hopefully will create future mutual advantages. 🇺🇸

(Photos: 2nd Lt. Lee Fala, CAP)



April 2010

A Day at the Arizona High Power Rocketry Association – Arizona

by Cadet Staff Sergeant Anthony Costabile, CAP, DVCS 302, Arizona Wing

RAINBOW VALLEY, Ariz. – On Feb. 28, cadets from the Squadron 302 Model Rocketry class spent a day learning the basics of high-power rocketry at the Spring Launch of the Arizona High Power Rocketry Association



(AHPRA). All nine CAP Cadets were in attendance, led by Cadet Sr. Master Sgt. Tanner Matheny, who is the Cadet instructor for the course. Senior



Members present were 2nd Lt. Matthew Costabile, AEO and 1st Lt. Mike Matteson.

Cadets had met at the 302 Squadron building at 0700 Sunday morning, even though it was raining heavily. On the way to the launch field, the group was delayed by a river that flooded over the country road leading to the site. After waiting over an hour to cross safely, they arrived at the launch



field by 1100, only to find that launches had been delayed because of weather. While they waited, the Cadets built a working shelter area that doubled as an outdoor classroom, with lessons on model rocketry led by Cadet Sr. Master Sgt. Matheny.

The weather cleared in the afternoon, and the group was able to see the launches of some really large and powerful rockets. Unexpectedly, the Cadets got the opportunity to assist an AHPRA member in disassembling his 16ft.-tall rocket after a successful 6,700 ft. flight on a home-built "M" class motor.

This was a great trip, in spite of the poor weather, and the cadets hope to have the chance to visit the AHPRA group again, perhaps witnessing the launch of even larger rockets. 🇺🇸

(Photos: Airman 1st Class Anthony Costabile, CAP)





April 2010

Space Cowboys – Oklahoma

*by Cadet Lt. Col. Piper Morgan,
CAP, Edmond Composite
Squadron, Oklahoma Wing*

TULSA, Okla. – On Feb. 6, 2010, a group of cadets from the Edmond Composite Squadron took a trip to the Tulsa Air and Space Museum for the day.

Top: The Manned Maneuvering Unit used by American astronauts during extra-vehicular excursions from the soon-to-be-retired Space Shuttle.

Right: A cadet tries his hand at a Space Shuttle payload arm simulator.

Bottom: A mockup of the Space Shuttle lends a touch of reality to the exhibits.





While at the museum the cadets participated in many hands-on experiences, including controlling a shuttle payload arm, launching a space shuttle, flying an F-16 wind-tunnel simulator, and piloting a jetpack used by astronauts.

The cadets also viewed exhibits with a full-size F-14, the story of the Tulsamerica, TSA uniforms and

arrangements and how they had changed through the years, and many others.

When asked what their favorite part of the tour had been, some cadets responded that seeing a jet engine with a cut out that allowed them to see how it worked was their favorite. Others liked the hands-on exhibit discussing sound waves, optical and sensory illusions.

The cadets were also asked to share what they thought was the most significant contribution to



aviation housed in the museum. They agreed that the jet engine was the most influential because, with it, airplanes were able to extend their distance and payload capacity.

Overall, the cadets had a wonderful time at the museum and also learned a lot about the past, present and future of aerospace. 🇺🇸

(Photos: Maj. Raul Gonzales, CAP)

Rescuing History – A Meditation – Oklahoma

by 2nd Lt. Howdy Stout, CAP, Oklahoma Wing PAO

RAND AIRPORT, South Africa – We watched as she walked out of the hangar, the wind catching the edges of her shortly-cropped hair. She turned and flashed a Hollywood smile, playful and mischievous and filled with meaning.

She turned and continued on and we were sad to see her go.

“Wow,” Jeff said. “She really does look like Amelia Earhart, doesn’t she?” “She sure does,” I said. “But Richard Gere still looks like Richard Gere.”

For a few days in 2008, my home airport in South Africa filled in as the backdrop to the movie *Amelia*. It was a good, if somewhat remote, choice. Rand Airport in Johannesburg is steeped in aviation history as the oldest continually operating commercial airport in southern Africa and it still features a distinctive art-deco building with the original pioneering air routes on a large etched glass display from the 1930s.

Rand served as the starting and stopping point for a number of historical personalities, from Amy Johnson to – years after her disappearance – Amelia Earhart.

Filming transformed the busy African airport into 1930s America. Many of the aircraft’s regular inhabitants, such as my friend Jeff’s 1940s Tiger Moth, stood in the background for filming as we watched actress Hilary Swank bring the famous aviatrix to life.

We also had the chance to meet the French pilots who flew the beautifully-restored Lockheed 12 Junior from France, down the length of Africa, to Johannesburg. This is a flight as fraught with danger and challenges as any undertaken during aviation’s Golden Age.

One of only three flying in the world, the intrepid crew flew the aircraft to South Africa for filming at several breath-taking locations. The trip south, however, wasn’t without complications.

Naturally suspicious of outsiders, few African customs officials could believe the aircraft was crossing the continent simply to star in a movie. It must be a spy plane. Bribes were demanded – and given – in an age-old manner familiar to any African pilot.





on, April 2010

However, the customs officials were more correct than they knew. This particular aircraft had been indeed a spy plane, although in the late 1930s when it was owned by a British industrialist who flew regularly to Germany for business. A compartment in the nose held cameras hidden by a sliding panel. In the months leading to World War II, the aircraft took pictures of German facilities while flying to and from the British Isles. It even photographed a German airfield while being flown by Hermann Goering himself as a guest of the plane's owner.

Now the aircraft's subterfuge is of a different order, standing in as Amelia's Lockheed 10 Electra, which the famous aviator described as a "flying laboratory" equipped to gather information during her round-the-world flight.

It was a good aircraft choice for her ambitious flight to circumnavigate the globe while remaining as close to the equator as possible. Already a record-breaking pilot with several aviation firsts to her credit, Amelia sought to make one more trip to help raise aviation awareness and to promote the role of women in flying.

The flight would become more famous than almost any in history. On the penultimate leg that



The Fly-By, Southwest Region, April 2010

would bring Amelia back to her Hawaiian starting point, she, her navigator Fred Noonan and the Lockheed Electra would disappear.

What would follow would be at the time the largest rescue search in US Navy history, involving battleships, carriers and aircraft searching thousands of miles of ocean for a sign of the missing Amelia. Like many pilots before and since, she had simply flown away.

Theories to her disappearance abound. And while it is interesting to speculate on what might have happened, the truth of the matter is that we don't know.

Although the movie and numerous accompanying documentaries, articles and books don't solve the mystery, they do highlight the achievements of a woman who did her best to promote aviation to everyone, and especially among women.

A founding member of the 99s, an organization devoted to promote aviation among women, Amelia used her record-breaking flights to promote flying. Oklahoma is home to the 99s museum – a unique icon to an effort by women to promote interest in aviation to women.

Amelia's efforts succeeded.

We now live in a world where flying is taken for granted, and the technology allows aircraft to taxi, fly and land by themselves. And women are part of it all.

Women are no longer an aviation oddity, but an integrated part of it. Women airline captains are no longer unusual and women regularly fly alongside their squadron mates in combat. It is a far cry from the world Amelia knew. But it is a part of the world she helped create.

Jeff and I watched as the Lockheed climbed into the setting sun of the Johannesburg skyline. The silver aircraft reflected the sun's last rays and we watched as the aircraft – and Amelia – flew off into history. We were sad to see them go. 🇺🇸



My Page

DRIPPING SPRINGS, Texas – A number of Hollywood and European movies have shown various versions of the plight of ordinary citizens caught in the agony of foreign invasion. A favorite subject has been the German occupation of France in WWII, showing a land under the control and power of a foreign country, torn apart, humiliated, forced to comply with the demands placed upon it by the occupier. In telling the screen story, the internal and external conflicts have been well depicted at the military level, but the intimate aspect of human emotions has not always been treated kindly – or fairly.

Trusting in the [Magenot Line](#), France had expected to sit out indefinitely any attack from Germany, naively trusting their border fortification to hold, when it had been built only along the French-German line. The problem was that on the South it stopped at Switzerland – the perennial neutral power – and on the North it ended at Belgium. In a brilliant, massive attack ("Blitzkrieg" or Lightning War), Hitler ordered the invasion of Belgium on May 10, 1940 and – triumphant just three days later – an immediate combined bomber-tank-infantry attack on France across its unprotected boundary with Belgium. The swift campaign ended with France's unconditional surrender on Jun. 22, 1940, the creation of Vichy France (the nominally free southern part of the country that was also under German control), and the creation of De Gaulle's Free French Forces.



After the surrender and demobilization, many French soldiers returned home, but some had died and yet others had fled to England to join De Gaulle's Free French. The latter declined to recognize Vichy France as the legitimate government of France and, instead, kept fighting in the

name of France as its government-in-exile. They created for themselves a new banner, augmenting the French flag with a red Cross of Lorraine (St. Joan of Arc's cross) centered on its central white bar.



These affairs of state and war matter little to the housewife, the school-age child, the old man on the street. The reality of life, a job, food on the table, a roof over one's head, relative peace and human solace are a separate need, and they're all necessary for personal balance and fulfillment. Recently, I was surprised to learn that an estimated 200,000 French children had been fathered by occupying German soldiers (I had

thought the number to be much lower). During the occupation, the local German military



commander would billet his troops in private homes (the vast majority run by women with no man in the house), who were compensated with extra rations with which to feed their "guests" as they housed them, and some went to the host family too. Gradually, the host family became dependent on the German soldier, and vice-versa. More often than not, a relationship developed.

It has been said that, during the German occupation, most French citizens were collaborators. Yet, after the [Liberation of Paris](#) on June 25, 1944, they all became [Resistance Fighters](#). Dismayed by the thought of what they had been forced to do, they needed scapegoats, easy targets on which to vent their wrath and shame. They chose to deal harshly with women known to have had a relationship with "their German," and shaved their heads. Some, they killed outright – no questions asked, no defense allowed, no trial possible. Their children – with or without a mother – grew up jeered at, both in school and Church, called "child of a *Boche*" – the latter a terrible and shameful slur.

In Rhinebeck, New York, about 50 years after the end of the war, my wife Audrey and I met Jacques Kervin, a Frenchman who had fought in the RAF as a Free French navigator, flying in Avro Lancaster heavy bombers. He was a successful art dealer when we met him, as well as enchanting and every bit a gentleman – a bona-fide French Baron of pre-Napoleonic lineage. He and his wife Celia had a small weekend house not far south from us, in Staatsburg, New York, and kept a small apartment on Manhattan's East 60s. He called me *Le Général*, and I called him *Monsieur Le Comte*. Once they came to dinner and, just past the front door, Jacques said to me, "Would you believe I've been to every jewelry store in New York City and I couldn't find a Cross of Lorraine? Can you imagine that?" He remembered the years just after WWII in New York, and how he had been able to buy one in any jewelry store. "How can they forget so soon?" he asked me. I had no answer. He had wanted to give one to his wife, on a gold chain, for her to wear as a memento, but supply and demand had been against him. No matter, he was not to be defeated. Unable to find one, he had one made.

He died a few years later. We still miss him.

In France, as the WWII generation began to die off, old papers and photos started to emerge out of old trunks and locked drawers, and some of the "occupation children" decided to search for their German roots. Recognizing that an injustice had been made, the Government of France formally apologized to them for the maltreatment they had been subjected to at the hands of their own countrymen. Further recognizing that no reparations had ever been extended to them, the German Government granted dual-citizenship privileges to all who could prove that they had been fathered by an occupying German. The latter, of course, is a privilege that goes beyond having a second passport; it also includes civil rights, pension, medical care, and other benefits.

It is the same with every war. Casualties go far beyond those lost in the field, or killed as collateral damage. 🇺🇸

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